FOPU

master plan

FORT PULASKI

NATIONAL MONUMENT / GEORGIA

Recommended:

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November 1968

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FORT PULASKI

MASTER PLAN

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Introduction

BASIC DATA
MANAGEMENT CATEGORY
OBJECTIVES

Fort Pulaski National Monument, Georgia, is comprised of two islands, Cockspur and McQueens, near the mouth of the Savannah River. The Monument's 5,356.52 acres are part of the great salt marsh estuarine environment of the southern Atlantic Coast. The largest city in the vicinity is Savannah, 16 miles inland.

For more than two centuries, Cockspur Island has had an unbroken history of use for defensive purposes, serving as the site of three forts. Beacons, lighthouses, and quarantine stations, dating back to the 18th century, have utilized sites on the island. It was a transshipment point for colonists and colonial cargoes, and during the Revolution it was briefly the capital of Georgia when the Royal Governor took refuge there with the Great Seal. Here in 1736, John Wesley, the founder of Methodism began his mission on American soil. Here also in 1829, Robert E. Lee began his remarkable military career.

After the War of 1812, because of the great weakness of American coastal defenses, Congress authorized construction of Fort Pulaski to guard the trade and commerce of Savannah and the Savannah River. Completed in 1847, the Fort was considered impregnable. The massive walls insured protection from attack by sea and the salt marshes prevented attack or approach from land.

Early in the Civil War, Federal forces occupied the high ground on Tybee Island, 1 mile southeast of the Fort. On April 10, 1862, batteries of the new rifled cannon, in a 30-hour bombardment, breached the massive masonry walls and forced the Confederate garrison to surrender. This closed a distinct chapter in the ever-changing development of military science and fortification: the day of brick citadels had passed forever.

Fort Pulaski, later in the war, became the base for the Federal naval blockade that helped to throttle the economic life of the South; its casemates served as a military and political prison in 1864-65.

Today, Fort Pulaski — a five-sided brick structure, 1,508 feet in circumference with walls 7 to 11 feet thick and 32 feet high, surrounded by a moat and a strong dike to prevent flooding — is in an excellent state of preservation and is virtually unaltered from its original design.

The Service has a large collection of artifacts recovered from excavations and refuse pits at the Fort. The collection of 19th century bottles and earthenware containers is outstanding. In addition, there is an almost complete set of reproductions of the original plans of the Fort and transcripts of pertinent reports and correspondence dealing with the construction and use of the Fort during the Civil War.

Many visitors to the Fort enjoyed its natural setting fully as much as its historical significance. From the ramparts, there are outstanding views of the river and its shipping, the tidal inlets and the salt marshes of McQueens and other islands nearby. Of great interest to other visitors are the semi-tropical plants growing in the wooded areas of Cockspur Island and the abundant and varied estuarine wildlife, especially the birds.

The Fort was designated a National Monument in 1924, and in 1933 administration was transferred from the War Department to the National Park Service. A vehicular bridge was built across the South Channel from McQueens Island to Cockspur Island in 1938. Additions to the Monument came in 1939 when the State of Georgia donated most of McQueens Island; in 1959 the old Cockspur Island Lighthouse was transferred from the U.S. Coast Guard and tiny Daymark Island was added. A National Park Service visitor center was opened in 1964. During 1969 the Monument was host to about 161,400 visitors.

32. Fort Pulaski National Monument

Establishment: Excerpt from Proclamation (No. 1713) of October 15, 1924....

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

[No. 1713—Oct. 15, 1924—43 Stat. 1968]

WHEREAS, there are various military reservations under the control of the Secretary of War which comprise areas of historic and scientific interest;

AND WHEREAS, by section 2 of the Act of Congress approved June 8, 1906 (34 Stat. 225), the President is authorized "in his discretion, to declare by public proclamation historic landmarks, historic and prehistoric structures, and other objects of historic or scientific interest that are situated upon the lands owned or controlled by the Government of the United States to be national monuments, and may reserve as a part thereof parcels of land, the limits of which in all cases shall be confined to the smallest area compatible with the proper care and management of the objects to be protected";

NOW THEREFORE, I, Calvin Coolidge, President of the United States of America, under authority of the said Act of Congress do hereby declare and proclaim the hereinafter designated areas with the historic structures and objects thereto appertaining, and any other object or objects specifically designated, within the following military reservations to be national monuments:

* * * * *

FORT PULASKI, GEORGIA

The entire area comprising the site of the old fortifications which are clearly defined by ditches and embankments, which inclose about twenty acres.

* * * * * * *

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

DONE at the city of Washington this fifteen day of October, in the year of our Lord one thousand nine hundred and twenty-four, and
[SEAL] of the Independence of the United States of America the one hundred and forty-ninth.

CALVIN COOLIDGE.

By the President:
JOSEPH C. GREW,
Acting Secretary of State.

An Act of Congress on June 26, 1936 (49 Stat. 1979) stated: "That the boundaries of Fort Pulaski National Monument on Cockspur Island, Georgia, be, and they are hereby, extended to include all of the lands on said island now or formerly under the jurisdiction of the Secretary of War."

Historic Resources Description

Fort Pulaski is a well-preserved, massive, brick fortification considered invincible when it was built in the first half of the 19th century. It was one unit in a protective chain of forts planned and built to protect the eastern seaboard cities after the British burned the City of Washington during the War of 1812. The breaching of its walls by rifled cannon forced the surrender of Fort Pulaski and rendered all such forts obsolete even before the protective chain was finished.

The other historic resources include the John Wesley Memorial erected in 1951; the site of Fort Green built during Revolutionary times; the dikes, ditches, and tidal gates built under the direction of Lt. Robert E. Lee; the construction village ruins consisting of brick cisterns, foundations and the north pier; the Cockspur Island Lighthouse built in 1840 and located on a small island just east of Cockspur Island; the mortar batteries erected outside the fort during Confederate occupation; the demilune gun emplacements remodeled in the period 1869-1872; the Battery Horace Hambright built after the Civil War; and the artifacts and documents in the park's collections and files.

Natural Resource Description

Fort Pulaski National Monument is located in Chatham County, Georgia on U.S. Highway No. 80, 16 miles east of Savannah, Georgia. The Monument consists of two islands – McQueens Island and Cockspur Island on which Fort Pulaski is situated. Cockspur Island is accessible to the mainland via a bridge over the south channel of the Savannah River. The entire Monument, with the exception of 260 acres on Cockspur Island and the abandoned railroad bed on McQueens Island, consists of tidal marshes and mud flats which are subject to daily inundation of a six to ten foot tide.

Vegetation

Originally a salt marsh, Cockspur Island is now 43% dry land as a result of the deposit of dredged materials outside the dikes around the Fort. This emergent land supports a luxuriant growth of semi-tropical plants intermixed with some more typical of the temperate and desert zones.

Wildlife

The salt marshes and dry land of the Monument support many animals.

Large populations of both resident and migrant birds are present. Mammals are abundant and include marsh rabbit, raccoons, opossums, mink, and otter. There are many species of reptiles of which the eastern diamondback rattlesnake is poisonous. The tidal waters surrounding the Monument contain the usual variety of fish typical of southern coastal estuaries.

Climate

Prevailing winds are from the northeast in the winter and from the southwest the rest of the year. Humidity averages 75% throughout the year and the temperature averages 60 degrees. Temperatures range from 100 degrees in summer to 20 degrees in winter. Precipitation is most prevalent in the summer. The hurricane season is from June through October, and if full hurricane force is attained during maximum tide conditions, the sea may sweep completely over Cockspur Island.

Land Status

The acreage included within Fort Pulaski National Monument is as follows:

Federal	5,356.52	
State	160.10	(railroad r. o. w.)
Total	5,516.62	

All of Cockspur Island, 608.15 acres, is Federal land. Of this, 134.12 acres is of prime historical significance, 56 acres are utilized by public and management facilities, 70 acres is emergent and not suitable for development, and the balance, about 340 acres, is marshland like that which was selected as the site for the Fort. Near the western end of McQueens Island, 184 acres are occupied by the Elba Island Cut on the Intracoastal Waterway and the spoil area on both sides of the channel. The balance of the Federal acreage on McQueens Island, about 4,400 acres, is mostly open salt marsh.

Restraining Legal Factors

As stated in an Act of Congress approved June 26, 1936 (49 Stat. 1979) "That there is permanently reserved for the unlimited use of the Corps of Engineers, United States Army, for the deposit of dredging materials and other purposes, a strip of land along the north shore of Cockspur Island extending shoreward 200 feet from the present high water line."

By special use permit, issued originally on November 27, 1942, the Director granted to the Corps of Engineers use of a 600-foot-wide right-of-way across the western end of McQueens Island and 900-foot spoil areas on each side to be used as part of the Intracoastal Waterway for the duration of the War and six months thereafter. Subsequent extensions of this special use permit have been issued to maintain the needed Waterway cut and channel for the Intracoastal Waterway. This Waterway cut is located at the far western end of McQueens Island and does not intrude on the historic scene or integrity of Fort Pulaski. The present permit in effect expires in 1972.

The U.S. Coast Guard has two long-term special use permits. One issued on September 25, 1952, is for the use of a wharf on Lazaretto Creek for a buoy tender. The other issued on November 17, 1965, for 20 years pertains to the establishment of a U.S. Coast Guard Search and Rescue Station near the west boundary on Cockspur Island.

An Act of the Georgia Legislature dated December 22, 1808, ceded exclusive jurisdiction over Cockspur Island to the United States. The United States has concurrent jurisdiction on McQueens Island.

All land acquisition is governed by an Act of Congress on June 26, 1936 (49 Stat. 1979) ". . . the Secretary of the Interior be, and he is hereby, authorized, in his discretion, to accept in behalf of the United States, land, interest in lands, easements, and improvements located on McQueens and Tybee Islands, in Chatham County, Georgia, as may be donated for an addition to the Fort Pulaski National Monument, and upon acceptance thereof the same shall be a part of said Monument. . . ."

There were three deed reservations by the State of Georgia when McQueens Island was donated to the U.S. Government pursuant to the above Act. These include the right-of-way for U.S. Highway 80, part of the abandoned Central of Georgia roadbed, and lifetime oyster bed leases to a Miss Charlotte Heyward ("Daisy") Oemler, who died May 31, 1970.

Adjacent Lands

The land west of Cockspur Island is privately owned and has not been developed. It was utilized by the Navy during World War II for munitions storage. The magazines and road system still remain, but access to the area is denied by a National Park Service fence near the boundary. With the

rapidly expanding industrial complex in Savannah, and its close proximity to the shipping channel, this land has tremendous industrial development potential. The only access to this land is now via the South Channel Bridge and Monument road system. This area will have to be watched closely for development trends.

Resource Use

The Fort and Monument grounds on Cockspur Island are open to visitors from 8 to 10 hours daily, depending on season. Most people come to see the Fort and visitor center, but others come to fish, picnic, walk the trails, or observe the wildlife. Visitation is greatest from June to September and on Sundays throughout the year. In 1968, Fort Pulaski had 268,000 visitors. Approximately 63 percent of these visitors were from Georgia and South Carolina.

Fort Pulaski has one of the few picnic areas in the Savannah area and its use is increasing each year.

Visitation trends at Fort Pulaski National Monument for the last few years are difficult to analyze due to a change in fee collection methods and a change in policy on closing the Monument grounds after operating hours. Visitation is measured by the use of a traffic counter installed at the entrance to the Monument at U.S. Highway 80. A factor of four persons per vehicle is used.

Visitation had increased from 136,092 in 1960 to 269,510 in 1967, an increase of 98 percent. In June of 1968, a fee collection station and entrance gate were installed at the south end of the South Channel Bridge. The entrance gate is closed every night when the Fort facilities are closed. These two changes caused our visitation figures to drop drastically in 1968 and 1969.

During the first six months of 1967 Fort Pulaski National Monument had 110,580 visitors; during the same period of 1968 we had 154,783 visitors, a 40 percent increase. In the last six months of 1968, after the installation of the collection station and entrance gate, visitation decreased 30 percent from the same period in 1967. Total visitation for the year was 266,793, a decrease of 10 percent from 1967's 269,510 visitors.

Visitation for the first six months of 1969 was 78,017, a 50 percent decrease from the 1968 figure. During these two comparable lengths of time, no entrance fee was charged, but the entrance gate was closed each night at 5:00 p.m. These figures seem to indicate that before installation of the entrance gate, about half our visitation was at night. Most of this night use was not of the type for which the Monument was intended.

Approximately 20 percent of the total visitors to Fort Pulaski National Monument use the picnic area. About 15 percent of these visitors use the picnic area facilities in conjunction with visiting the Fort. The other 5 percent, primarily local residents, come just to use the picnic area facilities. Excluding a small number of fishermen, the rest of the visitors to Fort Pulaski National Monument come to visit the Fort.

The visitor capacity of the Monument facilities is adequate if the present decreasing trend continues. If the past growth level of 14 percent per year resumes, the present facilities, with the exception of the picnic area, would probably be adequate for the next five to ten years. There is adequate room in and around the picnic area to double its capacity without adversely affecting the area.

There has been no carrying capacity study made for Fort Pulaski National Monument and one should be made. The above opinions are made on the basis that even on the busiest days, the Fort parking lot has never been even half filled, the visitor center has been crowded only on rare occasions and the Fort has never experienced overcrowding. The picnic area has been filled on two very busy holiday weekends during the early afternoon hours.

Regional Description

The coastal region of South Carolina and Georgia is a great tidal estuary interspersed with rivers, vast salt marshes, and low islands. The region is heavily used for boating, hunting, and fishing.

Fort Jackson (1808), Fort McAllister (Civil War), and Fort Screven (1875), together with Fort Pulaski, represent several generations of coastal fortifications in the environs of Savannah. The State has established a maritime museum in the remodeled casemates of Fort Jackson. Fort

McAllister has been restored by the Georgia Historical Commission and there is a fine museum on the site. One of the gun batteries at Fort Screven houses a private museum with exhibits relating to the history of Tybee Island.

Fort Pulaski has two population areas nearby. Savannah Beach is located on Tybee Island, five miles east of Fort Pulaski. It is a summer resort area with a wintertime population of 1,400, increasing to 5,000 in the summer months. The attraction of new ocean resort areas in the region had caused the town to decline in popularity in past years and it had started to run down. In March 1969, the Ramada Inn motel chain announced they would build a large motel complex at the beach.

The City of Savannah is a metropolitan area 16 miles west of Fort Pulaski National Monument with a population of 150,000. It is served by 114 steamship lines, four railroads, four bus lines, two airlines and U.S. Highways 17 and 80. Interstate 16, an east-west route out of Savannah, intersects Interstate 95, nine miles to the west.

Savannah and Savannah Beach have adequate overnight accommodations. Savannah operates a free campground and there are several private trailer parks. There are two small private campgrounds at Savannah Beach.

Savannah, founded in 1733, has been associated with a succession of significant historic events. It was blessed with a farsighted town plan, contains outstanding examples of 18th and 19th century homes and business establishments, and there are Revolutionary and Civil War battle sites. A 2-square mile area in the heart of the city, the Savannah Historic District, has been designated a National Historic Landmark.

Some 15-20 boat lauching ramps are located throughout Chatham County for the use of fishermen and hunters. Chatham County is now in the process of expanding its recreational facilities to meet the increasing recreational demands.

The Vicinity

ELBA ISLAND

JONES ISLAND

BIRD ISLAND

State Spoil Easement of Georgia

OATLAND ISLAND

Savannah River

South

North

LONG ISLAND

Right of Way

St. Augustine Creek

Toll Road

80

Creek

Bull River

McQEENS ISLAND

WILMINGTON ISLAND

Turners Creek

Wilmington River

Tybee National Wildlife Refuge

OYSTER BED ISLAND

Channel

South Carolina

Georgia

COCKSPUR ISLAND

FORT PULASKI

Channel

Fort Screven

Goat Point

80

Oyster Creek

TYBEE ISLAND

Savannah Beach

Tybee River

LITTLE TYBEE ISLAND

North

0 ¼ ½ 1 2

Scale in Miles

The Region

The Environs

General Administration

Preserve the historic fabric and architectural beauty of Fort Pulaski which is virtually unaltered from its original design.

Preserve the scenic setting of Cockspur Island so that visitors may comprehend the reasons for fortifying it and the military strategy which led to the subsequent bombardment and surrender of Fort Pulaski.

The Fort and Monument grounds on Cockspur Island will be open to the public for the periods justified by reasonable public demand. The current demands indicate that during June, July and August the Monument should be open daily from morning until dark. During the other months of the year, the Monument should be open eight hours daily. Closing will be accomplished by locking the gates on the McQueens Island side of the South Channel Bridge.

Collect entrance fees when receipts exceed cost of collection.

Provide limited employee residences on Cockspur Island for the necessary protection of the Monument.

Maintain area free of concession facilities as these are available at nearby Savannah Beach.

As parcels of land become available which are needed to protect the historic scene and to reduce the danger of encroachment from the west end of the island they should be considered for acquisition. Encourage the State of Georgia to donate to the National Park Service the abandoned railroad right-of-way on McQueens Island.

Resource Management

Update the biological survey made 30 years ago to provide the basic data for managing the wetlands.

Take proper measures to guard against fire and theft, especially at night, to discourage trespass, poaching, and vandalism.

Provide secure storage with proper temperature and humidity control to protect artifacts and historic documents.

Maintain a good working relationship with the Chatham County Mosquito Control Commission to reduce mosquito populations by such means as will provide reasonable visitor comfort but will not create serious ecological imbalances.

Work toward elimination of the statutory spoilage right of the Corps of Engineers along the north shore of Cockspur Island so as to preserve the historic and scenic environment.

To Serve the Visitor

At Fort Pulaski, the major theme is the role of the Fort in the Civil War, its bombardment by rifled cannon, the breaching of its supposedly impenetrable brick walls and its capture. Its significance is that its capture led in the 1870's to abandonment of brick masonry fortifications as defensive structures from that time until today. Our objective is to enable visitors to see the relevance of that story to man's continuing quest for the ultimate defense. Visitors should be able to relate Fort Pulaski and its story to the Maginot Line and to today's defense debates.

Cockspur Island offers an excellent opportunity for environmental study. Teaching materials for a Cockspur Island Environmental Study Area will be developed in cooperation with local school officials.

Research Fort Green and the pre-Civil War period history of Cockspur Island to expand interpretive historical programs.

Research and develop natural history materials for an interpretive program and to use to relate man to his environment in the Environmental Education Programs.

Encourage compatible outdoor recreational day-use activities including picnicking, shoreline fishing, nature appreciation, walking for pleasure, and sightseeing.

Continue the sales desk operated by the Eastern National Park and Monument Association in the visitor center.

Summary of the Plan

This plan acknowledges the foresight which has preserved this fine historical resource and the natural setting which surrounds it. Development of facilities has been secondary to a primary emphasis on preservation and interpretation of the resource. This is a proper approach and should be continued.

The recommendations made by this plan are summarized as follows:

☐ Implement a dramatic and lively method of interpretation, utilizing, basically, present facilities and the historic Fort. The first step should be the preparation of a satisfactory interpretive prospectus.

☐ Improve area security by building permanent entrance station and gate at the South Channel Bridge and by providing an additional employee residence.

☐ Prepare action plans for operations unique to Fort Pulaski National Monument. Subjects that should be covered are stabilization maintenance procedures, pest control, hurricane security, collection of visitor statistics, and the operations of canals, tidal gates and utility systems.

☐ Discontinue, for the safety of the public, use of the boat ramp on Cockspur Island and fishing from the South Channel Bridge.

☐ Eliminate encroachments by man and nature within the Monument boundary that further alter the historic scene, such as deposition of dredge spoils, shore erosion and old structures.

☐ Keep alert to developments on lands outside the area boundaries that would mar the scenic environment of Fort Pulaski, and take appropriate steps with other agencies of Government to forestall such developments.

☐ Acquire certain inholdings and adjacent historic lands.

☐ Manage the vegetation on Cockspur Island to complement the historic resources.

☐ Make an up-to-date biological survey so as to obtain data for managing the area's wetlands more effectively.

The Plan

PRESERVATION
USE
RESOURCES
OTHER

During the years of its operation, the Monument has served successfully nearly two million visitors. The goal of this plan is to improve the quality of visitor experiences.

Preserving the Fabric of Fort Pulaski

Protect Fort Pulaski from deterioration by making repairs promptly, using matching materials and methods. Those amenities required for visitor safety, comfort, and understanding should be designed to complement the historic scene.

This same policy, when applicable, should apply to the Cockspur Island Lighthouse.

Scenic Setting

Dredging of the shipway in the North Channel of the Savannah River has made great changes in the appearance of the area surrounding Cockspur Island since Fort Pulaski was built. In fact Cockspur is no longer an island, for it was joined to Long, Bird, and Elba Islands upstream, which are now all one island separating the North and South Channels. Further changes in the environment of the Fort are inevitable, but the Service must exert every effort to lessen the impact on the Fort else the character of the terrain which gave the site strategic importance for fortification will be totally lost.

Spoil Deposits and Dredging

The Act of June 26, 1936 (49 Stat. 1979) permanently reserves "to the

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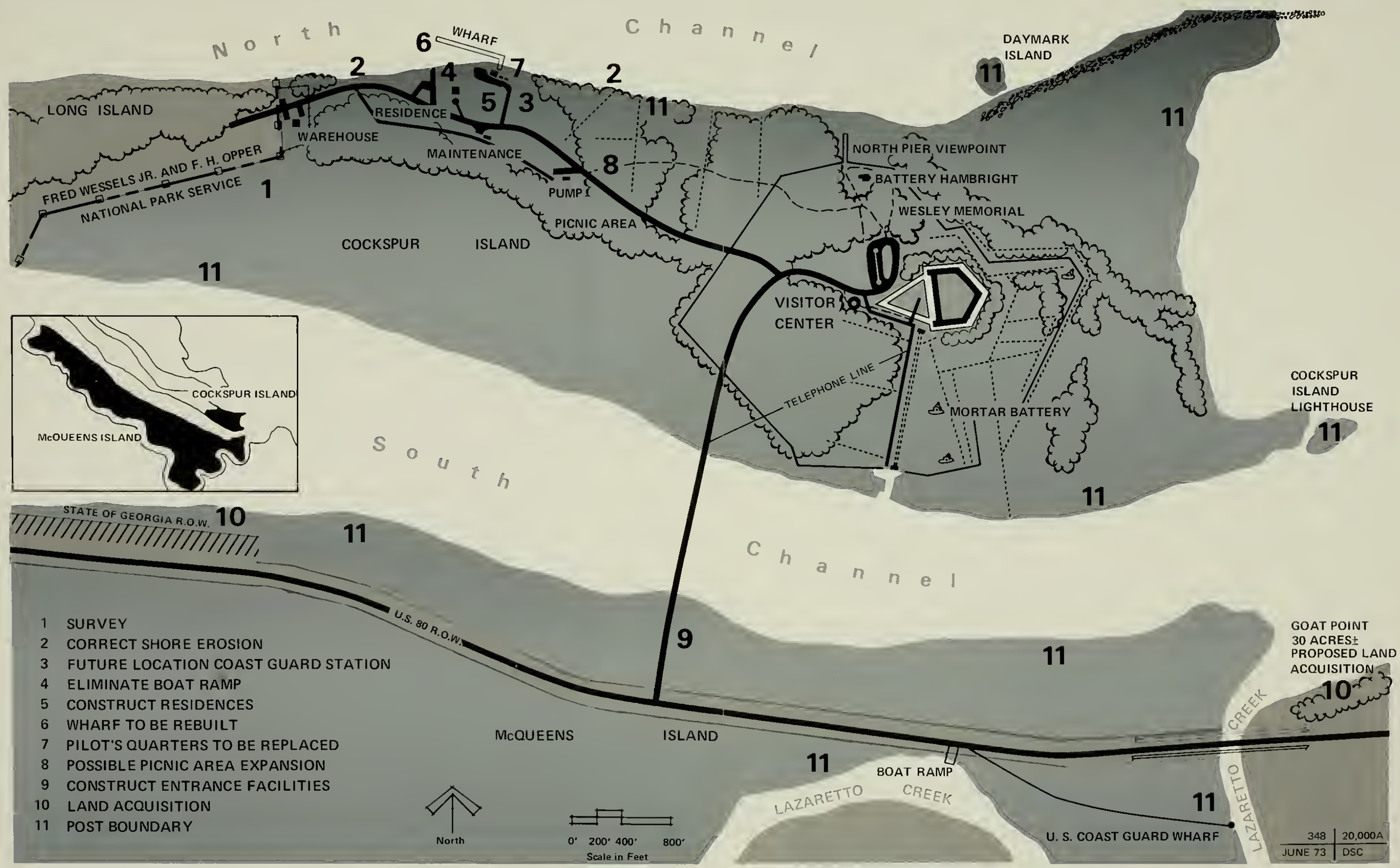
Fort Pulaski

General Development



Corps of Engineers a strip of land along the north shore of Cockspur Island extending shoreward 200 feet from the present high-water line for the deposit of dredging materials and other purposes." This authority, last exercised in 1943, resulted in eradication of the marsh vegetation and required a new drainage system.

Today, this filled land is covered with emergent vegetation, it shelters a variety of animals, and is very attractive scenically. Developments within this strip include sections of park road, a boat-launching ramp, a modern dock, dormitory, and the old north shore dock and part of the dike constructed by the builders of Fort Pulaski. This spoil strip serves to protect the north shore of Cockspur Island from erosion.

As improvements to the Savannah River channel are authorized, spoil areas are needed but it is not compatible with the historic scene the Service is trying to perpetuate on Cockspur Island to build a dike of spoil in the 200-foot strip. Fortunately, there is unlimited spoil area available on Oyster Bed Island opposite Cockspur Island, where each new increment of spoil re-creates conditions ideal for shore birds. Oyster Bed Island is administered by the Bureau of Sport Fisheries and Wildlife as the Tybee National Wildlife Refuge. In the work currently in progress in the lower reach of the Savannah River, all dredge spoil was placed on Oyster Bed Island. We recommend that an agreement be sought with the Corps of Engineers to use Oyster Bed exclusively for this purpose in the future and to renounce its spoilage privileges on Cockspur.

An agreement between the Secretaries of Army and Interior, signed in July 1967, calls for conserving natural resources and recreation in dredging, filling or excavation affecting navigable waters. Field-level discussions are to be held to resolve problems, but they may be arbitrated to the Secretarial level, if necessary. (See Departmental Manual Release No. 992, Part 503 DM 1, dated November 27, 1967)

Land Acquisition

Goat Point Across the South Channel of the Savannah River on Tybee Island is the only significant historic site related to the siege of Fort Pulaski not within the monument boundaries. On Goat Point the Federals built earthworks and mounted the rifled cannon which breached the Fort's walls. While the site of the battery was lost through the recent realignment of U.S. 80, the land area between the

highway and the shore should remain covered with natural vegetation and a vista opened on Cockspur Island so that visitors to the Fort can see Goat Point and the line of fire. To protect the scenic and interpretive value of Goat Point, about 30 acres should be acquired in fee. The Service has authority to accept this land if it is donated, but to acquire it by purchase would require amendment of the law (49 Stat. 1979). The owner has leased the property. There is now a sand road leading to a crude 138-foot floating dock in Lazaretto Creek. The facilities appear to be of temporary construction. A lease-back arrangement for this 30 acres does not appear to be practical.

State Right-of-Way A strip of State-owned land 200 feet wide containing the abandoned, single-track roadbed of the Central of Georgia Railroad, extends the length of McQueens Island from St. Augustine Creek southeastward to the western boundary of the tract of land (277.39 acres) ceded by the State of Georgia to the United States, April 1, 1935. At one point, the old Central of Georgia roadbed is easily accessible from U.S. 80 and vehicles driven by fishermen and hunters use it as a motorway. Thus, it is an access for poaching on Monument lands. McQueens Island was deeded to the United States to provide an attractive "approach" to Fort Pulaski; in other words, its function is to preserve the scenic and environmental surroundings. In time, McQueens Island could be the only visible evidence of the appearance of Cockspur Island when it was selected as the site for Fort Pulaski. Increasing urbanization of Savannah and Savannah Beach, the possiblity of phosphate mining and new highways are among the pressures for changing the character of McQueens Island. Moreover, its wetlands are of national significance because of the ecological communities represented there. In order to give the full measure of protection to all of McQueens Island, the Service should initiate negotiations with the State to acquire title to the abandoned railroad right-of-way. Then the whole of McQueens Island excepting the U.S. 80 right-of-way should be designated as a Wetland Research Natural Area or as an Environmental Study Area.

Strip Mining

As a result of recent test borings by the Georgia Institute of Technology, extensive deposits of phosphate have been located beneath the salt marshes in the vicinity of Fort Pulaski. To recover this resource, strip

mining is proposed for removing from 70 to 300 feet of overburden. The marshes to be mined would be completely destroyed and the area used for deposit of spoil would change the character of the environment radically. Such mining operations near Fort Pulaski National Monument would encroach upon its historic setting and be detrimental to its wetlands ecology. The Service has already voiced opposition to the Georgia Mineral Leasing Commission during a public hearing, and it should continue to be heard as long as there is a potential threat.

Islands Expressway

A north-south route designated as the "Islands Expressway" is projected on Chatham County planning maps to cross McQueens, Willmington, Skidaway, and Ossabaw Islands. The Service should oppose another major highway on McQueens Island because of its obvious adverse effect on the wetland ecosystem and on the scenic setting of Fort Pulaski.

Savannah Pilots Association

In 1939, the pilots moved their operational base from Lazaretto Creek to Cockspur Island. They occupy a dormitory and two small buildings and use part of a wharf under special use permit, subject to annual renewal. These facilities are outmoded, require major repairs and are unsightly. Since the pilot's function is an essential service to shipping, best performed from this base, their facilities should be replaced subject to approval of site plan and design by the National Park Service.

LASH Project

A proposal of the Georgia Ports Authority to establish a "Lighter Aboard Ship" (LASH) transfer facility in the Savannah River between Cockspur and Oyster Bed Islands was approved by concerned governmental bodies in October 1970. A turning basin would be dredged in the north side of the channel and moorings would be provided for lighters and ocean-going freighters. Loading and unloading of lighters and freighters would be noisy and some spillage of oil and debris is expected to wash up on the shore of Cockspur Island. The Authority requested access across Monument lands to the wharf, along the north shore of Cockspur Island, now used by Savannah pilots, so that work crews could travel by automobile and boat from Savannah. The National Park Service agreed to cooperate with the understanding that no structure, such as a parking lot, would be needed except the use of the existing wharf.

Burnside
No 2

Visitor Services (Interpretation)

Primary Interpretive Theme Fort Pulaski is an outstanding example of 19th century military architecture which required ingenious engineering skill to erect. During its construction, most experts agreed that the massive brick fortification would be invincible, but during the siege of April 1862, a new weapon pounded holes in the walls and forced the Fort to surrender. Thus, the primary interpretive theme at Fort Pulaski is the story of a fortification design which had taken centuries to develop and which was made obsolete in 30 hours by rifled cannon. Another chapter has been added to man's unending quest to develop the ultimate weapon and devise the ultimate defense.

Secondary Interpretive Themes The history of Cockspur Island prior to the construction of Fort Pulaski, post Civil War military use of the island and military architecture are additional historical interpretive stories that are compatible with the primary theme. Also, many local visitors come to the area to enjoy the scenic setting, observe the wildlife and walk the trails.

Cockspur Island offers an excellent opportunity for Environmental Study. It is ideal for showing how, over a long period, man has changed the natural wetland environment to meet his needs. This can be contrasted with large acreages of pristine marsh on McQueens Island. The current effects of dredging and water pollution can be demonstrated also. Teaching materials for the Cockspur Island

Environmental Study Area will have to be developed and the local staff indoctrinated in their use.

Interpretive Philosophy There are six primary interpretive sites including the visitor center, the Fort's interior, the demilune, the damaged exterior wall, the mortar battery, and the Cockspur Island Trail. These are widely separated and the visitor should not be required to see them in a predetermined sequence. A visitor who comes into contact with each of these sites will have a good exposure to the purpose for which the Monument was established.

Every effort should be made to enliven and dramatize the events which occurred at each of the sites. Special care must be taken, especially with signs, markers, and structures so their placement and design will harmonize with and not detract from the remarkable architecture of the Fort.

Sites of Visitor Interest

☐ **Visitor Center** This building was erected adjacent to the salient of the demilune so that visitors would walk through it before going on to the Fort. This is desirable, and visitors should be encouraged to do this, but the relationship of the parking lot to the building location causes many visitors to pass it by and go directly to the Fort. Signs and the development of directional plantings will improve the situation.

Interpretive exhibits in the visitor center should be seen in sequence by the visitor. Visitor circulation can be controlled by use of focal lighting, signs, and by appropriate placement of exhibits.

☐ **Fort Interior** The alignment of the entrance path, which encourages visitors to bypass later-period gun emplacements and bombproofs within the demilune, should be retained. Once inside the Fort, the visitor's experience should be enlivened by dynamic interpretation. Presently, most visitors guide themselves around the interior of the Fort. This may be a rather sterile experience as the visitor misses much of keen interest in the absence of an interpreter. Here are some suggestions for the consideration of those who prepare the interpretive prospectus:

— Use minifolder as a self-guiding leaflet.
— Play recorded bugle calls at frequent intervals; activate by a time clock.
— Schedule presentations by nearby military ceremonial units.
— Continue existing bottle display, but provide more information about the bottles.
— Establish changing display of artifacts.
— Refurnish selected casemates to illustrate their use.
— Fire cannon and demonstrate garrison life and activities.
— Install pictorial labels and markers.
— Refurnish a powder magazine.
— Provide a roving interpreter.

Several casemates which were damaged by fire in 1925 have not been restored but have been devoted to other uses. These provide a necessary function which should continue: Casemate 59 is a guide room and public rest area; 58 and 54 (front) house the bottle display and revolving exhibits, respectively; 56 is an *in situ* display of cistern, but the modern water pipe across it should be camouflaged or hidden, if at all possible; 55 (front) and 57 contain public comfort stations; and the rear of 54 and 55 house a museum workshop and storage area.

The best view of Cockspur Island Lighthouse is obtained from the terreplain, or gun-mount platform. The lighthouse story should be told from there as the island can be reached only by private boat. Here is also the place to emphasize that, until the South Channel Bridge was built in 1938, access to Cockspur Island was by boat only.

☐ **Demilune** As the visitor leaves the Fort, he must cross the demilune again. Although it retains its original shape, it underwent extensive alterations after the Civil War. Concrete bombproofs and passages buried under a thick layer of soil to absorb the impact of shells illustrate the efforts to construct fortifications to withstand the newer and more powerful artillery. This transition should be explained at some location within the demilune, so that these features will have a meaning for the visitor. (Some of the concrete walls need resurfacing where erosion has exposed the inner matrix of sharp sea shells.)

☐ **Damaged Exterior Wall** Perhaps the most dramatic feature of Fort Pulaski is the pock-marked exterior wall adjacent to the southeastern angle of the Fort and the projectiles embedded in the bricks. At this one site, the full significance of the Monument can be grasped easily by everyone. The area of the wall which was breached is obvious since it was repaired after the siege by Federal troops, who used a different color brick. Every visitor to Fort Pulaski should see this. Improved signing should help to draw visitors to it.

Near the moat across from the damaged portion of the wall, there should be an interpretive device to tell the story of the bombardment. It would be desirable to include samples of the projectiles which were fired. The location of the cannon batteries on Goat Point should be pointed out here.

☐ **Mortar Battery** During the siege of Fort Pulaski, the Confederates manned three mortar batteries outside the Fort. One of these, located along the old causeway which led to the south dock, has visible remains. Reconstruction of one or all three, with sandbags and timber, would be relatively simple. On-site markers could explain their construction and use.

☐ **Cockspur Island Trail** Along this 0.7 mile paved trail, the semi-tropical vegetation is of much interest to visitors. In addition, there are several historical sites which would supplement the story told in and around the Fort. These features provide ample source material for a self-guiding trail. Amateur naturalists in Savannah would assist the park staff in this project and in preparing a bird checklist which many visitors would find useful.

Visitor Carrying Capacity

The Fort is open to visitors from 8 to 10 hours per day, depending on the season. Most people come to see the Fort and visitor center, while others come to fish, picnic, walk the trail, observe the wildlife, or simply ride around. The facilities already provided appear to be adequate for present needs, but use data must be collected for making accurate judgments in future planning.

Without specific information at hand, we assume that 500 persons could use the facilities of Cockspur Island at any one time and not be overcrowded, if they were dispersed approximately as follows: Fort and immediate environs, 250; picnic area, 100; trail, 75; visitor center, 50; mortar battery site, 25. The parking lots at the visitor center and picnic area will accommodate the requisite number of vehicles. With a complete turnover every 2 hours, carrying capacity on a 10-hour day would be 2,500. The greatest concentration of visitors, which presently occurs on a few Sunday afternoons, has not reached 500. Present patterns of use indicate that saturation would never be reached, although there may be occasions when individual facilities will be overcrowded.

Picnicking

Adequate and suitable space for expanding the picnic area, when warranted, is located just across the road to the north of the existing site.

Entrance Station, Gate and Signing

During the 1968 season, a temporary entrance station was placed alongside the park road on McQueens Island near the South Channel Bridge. Here fees were collected. Total revenue was greater than under the previous system of collecting an admission fee at the visitor center and there was great improvement in visitor contact. A gate at the south end of the bridge has provided better night-time security for Cockspur Island.

The temporary entrance station and gate should be replaced with permanent structures, and the intersection of U.S. 80 and the park road should be redesigned to include safety lanes and directional signing. An information sign denoting visiting hours and entrance fee should be included.

Management Procedures

Over the years, time-proven procedures have been developed at Fort Pulaski for securing personnel and property when hurricane warnings are posted, for operating the area's complicated system of tidal gates and drainage canals, and for application of approved herbicides and pesticides in proper dosages for the control of exotic plants, weeds, and animal pests. These procedures should be on file for the guidance of management. Similarly, drawings of the operational units of the utility systems should be prepared; many existing lines have been abandoned over the years.

Biological Resources Survey

Extensive natural history observations were made by a Service employee, Don E. Eyles, in the summers of 1937-38. A copy of his observations is in the park files. He also made an extensive plant collection and deposited the specimens in the herbarium of Emory University, Atlanta, Georgia. The area should be restudied as soon as possible to provide current information on the wildlife values of this wetland area for guidance of on-site management and for general Service use. Fort Pulaski National Monument is the only National Park Service area in the barrier island section of the southern Atlantic Coast which has extensive and unspoiled wetland resources.

Character of Development

Architectural Theme Fort Pulaski should always dominate the scene, yet new structures within sight of it should harmonize with it in design and materials.

Entrance Station This should be of contemporary design so as not to confuse it as part of the historic scene, and low in silhouette to tie

it visually to the surrounding marshes. The architect might consider use of clinker brick and broad arches, as in the visitor center.

Employee Housing and Utility Structures Located away from the Fort, these need not conform to the theme, but the design should be simple, functional and relate to soil conditions, insect pests, temperature extremes, and hurricanes. For housing, the West Indian-type cottage, now serving as the ranger residence, has proved practical under local conditions.

Roads and Trails Resurfacing of the roads and trails should be accompanied by an aggregate rolled into the surface so as not to encroach visually on the historic scene.

Vegetative Treatment Cockspur Island was a marsh. In order to build the Fort, the Army Engineers constructed dikes and drainage canals and filled the land to provide a suitable site. The island has grown in size over the years through deposition of spoil dredged from the river and by natural accretion. Once the marsh became dry land its vegetative character changed to a jungle-like growth of trees and shrubs which have to be kept in check near the developed area. This is being done well now by selective thinning of the arborescent growth and the maintenance of extensive mowed areas. This permits views across large expanses of marsh and water as well as glimpses of the demilune moat and other prominent features of the Fort. Openings on the glacis, several specimen trees selected for their character and shade, and the enclosed trails through dense vegetation are also noteworthy features of the present practice of vegetative treatment. A resource management plan is needed in which these successful methods of manipulating plant growth will be described. If it becomes necessary to introduce material for specimen or screen planting, it should be indigenous to the area.

Every effort must be made to perpetuate the remaining marshlands on Cockspur and McQueens Islands as a part of the historic setting of Fort Pulaski.

Boundary The west boundary of Cockspur Island has been established by a survey and it is marked by bronze corners set in heavy concrete blocks. This line should be tied to permanent reference points such as the Fort so that the line could be

reestablished if the concrete monuments should be disturbed or altered in their location by storm action.

The shoreline boundaries of the Monument (low tide mark) on both Cockspur and McQueens Islands, about 35 miles in length, should be posted so as to facilitate protection and reduce hunting pressures. This is becoming more important as the Savannah area population increases. Piles will have to be driven to support about 200 signs. Once the islands have been posted, the regulations prohibiting hunting can be enforced. For this purpose, a patrol boat (like a whale boat) and an additional seasonal ranger position will be required, plus annual maintenance of the signs.

The outstanding wildlife resource (including clapper rail, otter and mink) of McQueens Island was one of the chief justifications for adding it to the park and it should receive adequate protection.

Boat Ramps The ramp on the north shore of Cockspur Island was built as an experiment by the county some 12 years ago using materials salvaged from old Navy constructions on Cockspur. No permit has ever been issued to the county to operate or maintain it. River erosion at the end of the concrete apron has produced a dangerous condition, and, since repairs are not justified by public use, the ramp should be closed. The Coast Guard, however, has need for the ramp for boat crews servicing navigational aids. This use may continue so long as the Coast Guard assumes the risk.

Another county-installed ramp just off the U.S. 80 right-of-way on the west bank of Lazaretto Creek provides boat access to the Savannah River. This is operated under a special use permit to Chatham County Commissioners, which expires in 1972. Entrance and exit to the parking area from U.S. 80 by autos with boat-trailers is dangerous at this point, parking and litter is unsightly, and the deep end of the ramp has eroded creating an unsafe condition. Use of the ramp may be continued if the foregoing conditions can be corrected.

Fishing In the past, the haphazard parking of cars by local fishermen at both ends of the South Channel Bridge on the narrow road shoulders, and the fishermen lining the curbs and railings (there are no sidewalks) of the bridge has endangered both fishermen and

Sprague

motorists. The establishment of the entrance fee has reduced the number of fishermen on the bridge, and the time has now come to eliminate this fishing drop. This will reduce the safety hazard and improve the appearance of the approach to the Fort.

Fishing may continue from the shores of the islands comprising the Monument, and from boats. The fishing waters, being outside Monument boundaries, are not under Service jurisdiction.

Shore Erosion This is a natural process, but it should be controlled when it threatens historical features, tide gates and drainage systems, and developed areas which are essential to park administration or use. Developed areas cannot be relocated elsewhere because of the relatively small acreage of stabilized emergent land on Cockspur Island.

Staffing The authorized staff as of June 30, 1968, if all positions are filled, augmented with seasonals when necessary, will be adequate for the present operation. Additional positions will need to be funded to allow for adjustment of open hours to season and travel loads, to permit a more dynamic interpretive program, to man the entrance station, and for boundary patrol.

Employee Quarters At present there is one employee residence on the island occupied by the ranger. Experience has shown that one Service representative and the presence of Harbor Pilots in the dormitory has not deterred night-time and off-hours vandalism. Therefore, it is desirable to add two more employee quarters to the residence area on Cockspur Island. With the superintendent, ranger, and historian in residence, there is strong likelihood that a Service representative would be on the island at all times.

Historic Collections There is presently an excellent collection of rare artifacts and documents in the park. This should be sorted and distributed according to Service policy and that which is pertinent to the interpretive theme of Fort Pulaski National Monument should be retained, accessioned, treated, and stored properly, such as in the visitor center. The staff should be alert to the availability of items that are required to illustrate the history of the park as called for in the interpretive prospectus so they may be acquired if not currently represented in the collection.

OTHER

Special Use Permits

It is the purpose of the Monument to preserve the environment so that the military strategy leading to the fortification of Cockspur Island and the subsequent surrender of the Fort may be understood by visitors. Therefore, the Service must be quite circumspect in issuing special use permits unless the activity involved is clearly in the public interest.

Right-of-Access

The Service has had several requests to allow vehicular access via the South Channel Bridge to private lands on Long Island just west of those owned by the U.S. Government on Cockspur Island. Certain requests which have been determined to be in the public interest have been honored. Other applications for the purpose of private development have been denied. It has been determined by the Office of the Solicitor, Department of the Interior, that the Service may deny access to these private lands through the Monument.

Public Relations

The amiable relations and willing cooperation now existing between the Service and other agencies of Government, groups, and private individuals must continue. To enhance the Monument's role in the development of the historic Savannah region, the Fort Pulaski story should be made available to the surrounding community by publications, through the news media, and by an off-site interpretive program available to schools, civic clubs, and similar organizations upon invitation.

Volunteer participation of individuals and groups should be sought to enliven the interpretive program.

Land Classification

All that part of the Monument covered by roads and parking lots, the visitor center, picnic area, utility area, residence, Savannah Pilots' Association and Coast Guard permits, boat launching area, and the warehouse, plus some expansion space, has been designated Class II – General Outdoor Recreation.

Class III – Natural Environment – is applied to all of the Monument's wetlands, the emergent land on Cockspur Island not otherwise classified, and all of tiny Daymark Island.

All of Fort Pulaski, including its appurtenant system of dikes, tidal gates and canals, and Cockspur Island Lighthouse, together with the island on which it stands, are in Class VI – Cultural and Historical.

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Fort Pulaski

Land Classification

Priority of Needs

To implement THE PLAN, a sequence of action is required:

Immediate Items in this category should be accomplished as soon as possible.

- Fill authorized positions now vacant.
- Assemble data and write text for management documents.
- Prepare interpretive prospectus and carry it out.
- Construct entrance station, gate, and intersection signs.
- Conduct visitor use study.
- Conduct natural history survey.
- Continue effective public relations.
- Continue to clear vistas and excess growth around Fort.
- Install effective security devices for the visitor center museum and for the historic museum collection in the Fort.

Short Term These items should be initiated soon and their accomplishment will improve the appearance and facilitate the management of the Monument.

- Construct an additional employee residence.
- Eliminate boat launching ramp on Cockspur Island.
- Pursue land acquisition.
- Continue pest control.
- Work with Corps of Engineers regarding spoil deposits, dredging and shore erosion.
- Post boundary and provide whale boat and seasonal ranger for patrol.
- Phase out fishing on South Channel Bridge.

Long Term Until circumstances make it possible to carry them out, these items may be deferred.

- Construct a second employee residence.
- Expand picnicking facilities.
- Encourage the Savannah Pilots Association to replace their outmoded structures following approval by the National Park Service of their site plan and structural design.
- Tie in west boundary monuments to fixed points elsewhere on Cockspur Island so that line can be reestablished if markers are destroyed or moved.

Appendixes

History

Cockspur Island has witnessed many historic events since 1733 when James Edward Oglethorpe and a band of English pioneers sailed past it on their way to establish Savannah and the new colony of Georgia. Here, three years later, John Wesley, who became the founder of Methodism, first set foot on American Soil.

In 1761, Fort George was erected on Cockspur Island to protect the new colony from a potential waterborne invasion by the Spanish based in nearby Florida.

During the Revolution, the island provided a haven for Loyalists wishing to escape the rebels of Savannah. After the colony became part of a new nation, another defense work called Fort Greene was built, but after nine years it was destroyed by a storm. For the next quarter century, there was no fortification on Cockspur Island.

Meanwhile, the United States embarked on another war with the parent country and in 1814 British troops easily penetrated the coast and succeeded in putting the Nation's Capital to the torch. The burning of Washington was a reminder to the young nation that its coast was vulnerable. A famous French military engineer, Simon Bernard, was employed to plan an invincible system of defense. Fort Pulaski on Cockspur Island was one link in the chain of seacoast forts recommended by Bernard. The Fort was named for Count Casimir Pulaski of Revolutionary War fame.

Once the site was selected for Fort Pulaski, the marshy area it was to occupy had to be drained and a solid foundation built. This was a feat in itself. The location was chosen so that the fortification could guard Savannah against a waterborne invasion without fear of a land attack. The high ground nearest to Fort Pulaski was far beyond the effective range of weapons in use at that time.

Construction of the Fort began in 1829. Eighteen years, a million dollars, and 25 million bricks later the Fort was basically complete. However, by the eve of the Civil War, Fort Pulaski had no garrison and only 20 guns had been

F

Fort Pulaski

Historic Conditions/April 10,1862

mounted. As war fever began to spread in the South, the Savannah citizenry became concerned about the U.S. fort in their midst, and on January 3, 1861, Georgia troops occupied Fort Pulaski.

Early in the war, which began in April of 1861, President Lincoln proclaimed a naval blockade of the southern coast. By November of 1861, Union forces had gained a base on the South Atlantic coast by capturing Port Royal Sound, just 15 miles north of Fort Pulaski. The attack at Port Royal convinced Confederate leaders that they could not hold a defense line along the sea islands, and they abandoned this outer line, which included Tybee Island, the only land site from which Fort Pulaski might be taken.

The Federals moved quickly to take advantage of the situation by occupying Tybee Island. Captain Q. A. Gillmore was placed in charge of the siege operations against Fort Pulaski. Gillmore's first move was to isolate the Confederates from the mainland. He then set about erecting breaching batteries with an aggregate of 36 guns, ten of which were newly developed rifled pieces. The erection of batteries and the moving of material across the marshes on the island was no easy task, but all was ready by April of 1862.

On the morning of April 10, a Federal officer approached Fort Pulaski from Tybee Island with a demand for the Fort's surrender. Colonel Charles H. Olmstead refused; after all, he had 6 months' rations, a garrison of 385 men, 48 guns with sufficient ammunition, and a Fort that was considered invincible. All military reasoning told him that a distance of a mile from the enemy, he was secure.

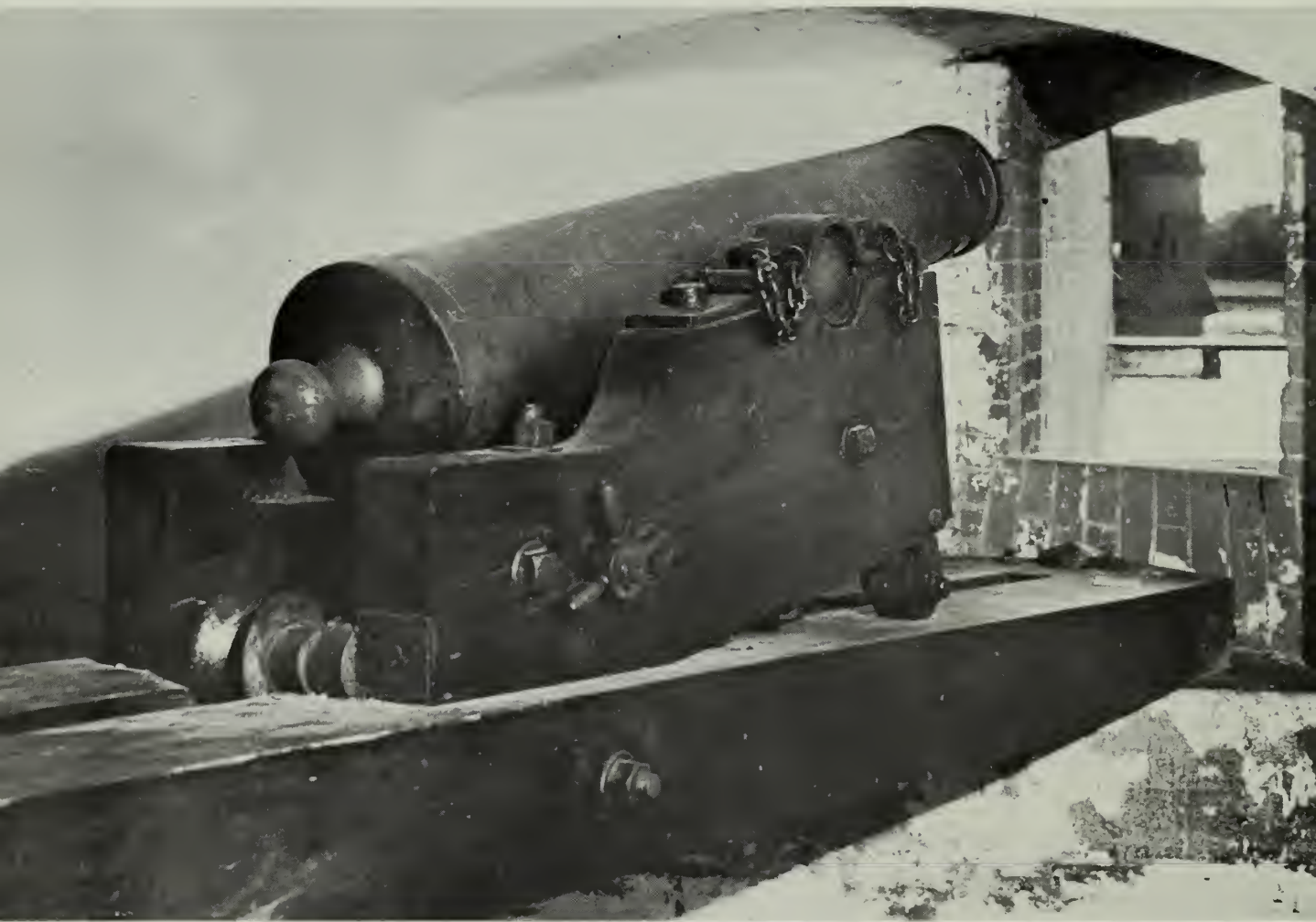
At 10 minutes past 8 o'clock the Federals opened the engagement. Fort Pulaski gallantly returned their fire, but it had little effect on the well-prepared batteries at such a great distance. Although Union mortars proved ineffective, the new rifled cannons produced great scars on Pulaski's wall. The heavy bombardment was constant throughout the day, but with darkness it became an intermittent exchange.

On the following day the Federal gunners concentrated on the Fort's southeast angle. By noon two great holes had been opened in the massive brick walls. Projectiles from the rifles began passing through the breach and striking the magazine on the opposite side of the parade. At 2 o'clock Colonel Olmstead, realizing the hopelessness of the situation, raised a white flag of surrender. A new, more powerful weapon had made masonry coastal fortifications obsolete.

The physical remains of Cockspur Island's historic past include:

- ☐ **John Wesley Memorial** A simple stone cross surmounts a brick pillar. It was erected in 1951 by the Georgia Society, Colonial Dames of America, to commemorate the landing of Wesley on Cockspur Island, February 6, 1736.
- ☐ **Site of Fort Greene** The site is thought to be a hammock southeast of Fort Pulaski. All vestiges of the Fort were swept away in a great hurricane, September 1804.
- ☐ **Fort Pulaski** This monumental accomplishment of military architecture and engineering skill has undergone little change. The major additions have been a brick wall about 8 feet wide along the edge of the parade ground next to the casemates, the veranda over the walk on the west side of the parade ground, and the parade ground lawn.
- ☐ **Dikes, tidal gates, and ditches** Much evidence remains of the original dikes, tidal gates, and ditches in the island's water drainage system which was built under the direction of Robert E. Lee in 1829-30.
- ☐ **Construction Village Ruins** Brick cisterns, foundations, and the stone dock on the north shore mark the site of the construction village erected by the Corps of Engineers for use during the construction of Fort Pulaski. There were 15 buildings in all.
- ☐ **Cockspur Island Lighthouse** Located on a small island just east of Cockspur, this lighthouse is reported to be the oldest such structure in the State of Georgia. It was built about 1840 and the light remained in continuous operation until June 1909. It served as a harbor beacon until about 1949, when it was abandoned by the U.S. Coast Guard. Ten years later it was transferred to the National Park Service. The island and lighthouse are accessible only by boat.
- ☐ **Mortar Batteries** Three were erected outside the walls of Fort Pulaski during the Confederate occupation. The remains of one is still visible and the sites of the others are known. They were constructed of sandbags and timbers.
- ☐ **Demilune** The gun emplacements and bombproofs there were added in 1869 and 1893.
- ☐ **Battery Hambright** This concrete structure was built prior to the Spanish-American War.
- ☐ **Artifacts and Documents** The Monument's collections and files contain a wealth of basic and original materials which are available to enrich the interpretive program.

JOHN WESLEY



Fort Pulaski National Monument was established by proclamation of President Calvin Coolidge on October 15, 1924 (No. 1713, 43 Stat. 1968) under authority of the Antiquities Act of June 8, 1906 (34 Stat. 225). The proclamation set aside "the entire area comprising the site of the old fortifications which are clearly defined by ditches and embankments, which inclose about twenty acres."

This area was transferred to the National Park Service from the War Department on July 28, 1933, by President Franklin D. Roosevelt through Executive Order No. 6228, 5 U.S.C. secs. 124-135.

By an Act of Congress, approved June 26, 1936 (49 Stat. 1979), the boundaries of the Monument were extended to include all lands on Cockspur Island which were then, or were formerly, under the jurisdiction of the Secretary of War. The Act also authorized the Secretary of the Interior in his discretion, to accept lands, interest in lands, easements, and improvements located on McQueens and Tybee Islands in Chatham County, Georgia, as may be donated for an addition to Fort Pulaski National Monument. This land was to provide a scenic approach and to protect and preserve historical battery positions. Construction of a bridge across the South Channel, from McQueens Island to Cockspur Island, was also authorized, and there was permanently reserved to the Corps of Engineers a strip of land along the north shore of Cockspur Island extending southward 200 feet from the present (1936) high water line for the deposit of dredging materials and other purposes. There was reserved a tract at the west end of Cockspur Island to be used by the Treasury Department for a quarantine station.

(Note: The bridge was completed and opened to the public on July 4, 1938. The Corps of Engineers dumped spoil on the north shore of Cockspur in 1939 and again in 1943. The quarantine station was abandoned in March 1937, and on August 9, 1937, the Department of the Interior received the property on an "entrustment of custody." The General Services Administration formally transferred it to the Department of the Interior on February 17, 1954.)

The whole of Cockspur Island (then about 150 acres), with the exception of a tract at the east end of the island variously described as containing from 3½ acres to 20 acres, was granted by King George the Second to Jonathan Bryan, Esq., October 2, 1759. The smaller acreage, reserved by the Crown, was used later for the site of Fort George. After the Revolution, the Crown land automatically became the property of the State of Georgia by right of conquest. From 1794 to 1804, the United States built and occupied Fort Greene on the State's land. All of Cockspur Island was ceded by the State of Georgia to the United States on December 27, 1845 with the provision that if it ceased to be used for purposes of fortification, it should revert to Georgia. By Act of the General Assembly of Georgia, approved February 16, 1935, amended March 28, 1935, the property was again ceded to the United States, and title was vested in the U.S. Department of the Interior by deed dated April 1, 1935.

Pursuant to the Act of Congress of June 26, 1936, the State of Georgia, acting through its General Assembly, donated two parcels on McQueens Island to Fort Pulaski National Monument.

First was a donation of 297.59 acres at the east end of the island. Its accession by the United States was authorized by an Act of the Georgia Legislature, approved February 16, 1935 and amended March 28, 1935. These were ungranted lands. The State's donation included portions of the abandoned right-of-way of the Central of Georgia Railroad, but excluded the right-of-way for U.S. Highway 80 (Georgia Highway 26), which consisted of a strip between parallel lines 75 feet distant on each side of the center line of the highway.

Second, the General Assembly of Georgia, by an Act approved January 17, 1938, donated to the United States all of the marshland on McQueens Island not granted previously by the Act approved February 16, 1935,

consisting of 5,000 acres more or less. Excluded from the grant were the right-of-way of U.S. 80 (Georgia 26), and that portion of the right-of-way of the abandoned Central of Georgia Railroad west of the area previously granted. The highway right-of-way was a strip 150 feet wide, measured 75 feet on each side from the center line of the highway. The railroad right-of-way was a strip 200 feet wide, measured 100 feet on each side from the center line of the abandoned railroad embankment. Exluded also were any oyster bed leases which the State may have granted in Oyster Creek. These leases are held by Charlotte Heyward ("Miss Daisy") Oemler of Wilmington Island, Chatham County, Georgia, for her lifetime. A plat showing the oyster leases and full information concerning them was filed in 1940, in the office of Mr. G. A. Moskey, Solicitor in the Washington Office of the National Park Service. Miss Oemler died May 31, 1970.

A deed to McQueens Island, dated January 20, 1939, executed by the Governor of the State of Georgia, conveying as a donation to the United States of 5,000 acres more or less on McQueens Island, Chatham County, Georgia, for addition to Fort Pulaski National Monument was accepted by the Assistant Secretary on behalf of the United States on January 27, 1941. The deed was recorded on February 4, 1939 in the Clerk's Office, Superior Court, Chatham County, Georgia, in Record Book 33-T, Folio 105.

By Special Use Permit, issued originally on November 27, 1942, the Director granted to the Corps of Engineers use of a 600-foot right-of-way across the western end of McQueens Island and a 900-foot spoil area on each side to be used as a part of the Intracoastal Waterway for the duration of the war and 6 months thereafter. This is known as the Elba Island Cut and is thus shown on USCGS Charts. Subsequent extensions of this special use permit have been issued.

Two small islands were added to the Monument by Presidential Proclamation No. 3254 of August 14, 1958, to be effective May 25, 1959: one contains the old Cockspur Island Lighthouse and this was transferred from the U.S. Coast Guard; and the other is Daymark Island on which there are no improvements. Both islands were built of alluvial deposits on reef oyster shells and they are inundated at high tide.

An Act of the Legislature of Georgia, dated December 22, 1808, ceded exclusive jurisdiction over Cockspur Island to the United States.

There are two other long-term special use permits which should be noted. The U.S. Coast Guard has used a wharf on Lazaretto Creek for a buoy tender since 1938. The current permit, FOPU 3-52, originally issued September 25, 1952, covers the pier and Amendment No. 1, signed November 18, 1962, related to an abandoned section of U.S. 80 used for vehicular access. This permit expires June 30, 1972. The second permit, No. 384-385, was issued November 17, 1965, and expires on that date in 1985. It pertains to the establishment of a U.S. Coast Guard Search and Rescue Station on a 400' x 450' tract near the west boundary on Cockspur Island upon which may be erected "several permanent-type buildings, concrete mooring facilities, communication equipment and antennas."

The permit to the Savannah Pilots Association is renewed annually for the use of a dormitory, part of a wharf, and associated facilities.

Fort Pulaski National Monument

Boundary extension, acceptance of donations, reservations for special uses.....Act of June 26, 1936

An Act To extend the boundaries of the Fort Pulaski National Monument, Georgia, and for other purposes, approved June 26, 1936 (49 Stat. 1979)

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

Fort Pulaski National Monument, Ga. Boundaries extended.

That the boundaries of the Fort Pulaski National Monument on Cockspur Island, Georgia, be, and they are hereby, extended to include all of the lands on said island now or formerly under the jurisdiction of the Secretary of War.

Acceptance of donations of land, etc.

SEC. 2. That the Secretary of the Interior be, and he is hereby, authorized, in his discretion, to accept in behalf of the United States, lands, interest in lands, easements, and improvements located on McQueens and Tybee Islands, in Chatham County, Georgia, as may be donated for an addition to the Fort Pulaski National Monument, and upon acceptance thereof the same shall be a part of said monument, the title and evidence of title to lands acquired to be satisfactory to the Secretary of the Interior.

Bridge construction.

SEC. 3. That the Secretary of the Interior be, and he is hereby, authorized to construct, or cause to be constructed, in connection with and as a part of the road system of Fort Pulaski National Monument, a bridge or causeway and approaches thereto across the South Channel of the Savannah River from Cockspur Island to McQueens Island in Chatham County, Georgia, at a point which he may designate as most suitable to the interests of the Federal Government.

Administration by National Park Service.

SEC. 4. That the administration, protection, and development of the aforesaid national monument as extended by this Act shall be exercised under the direction of the Secretary of the Interior by the National Park Service, subject to the provisions of the Act of August 25, 1916, entitled "An Act to establish a National Park Service, and for other purposes": *Provided,*

Reservation for Corps of Engineers.

That there is permanently reserved for the unlimited use of the Corps of Engineers, United States Army, for deposit of dredging materials and other purposes, a strip of land along the north shore of Cockspur Island extending shoreward two hundred feet from the present high water line: *And provided further,*

Reservation for Treasury quarantine station.

That the portion of Cockspur Island bounded on the east by a north and south line across the island, and distant two thousand and nine hundred feet west from the northwesterly salient angle of Fort Pulaski, and extending from Savannah River on the north to the South Channel on the south; on the west by a north and south line, parallel with said east boundary, distant one thousand and seven hundred feet therefrom, and likewise extending from the Savannah River on the north to the South Channel on the south, is reserved to the Treasury Department for use for a quarantine station.

TEAM MEMBERS / November 1968

The following individuals contributed to the preparation of the plan:

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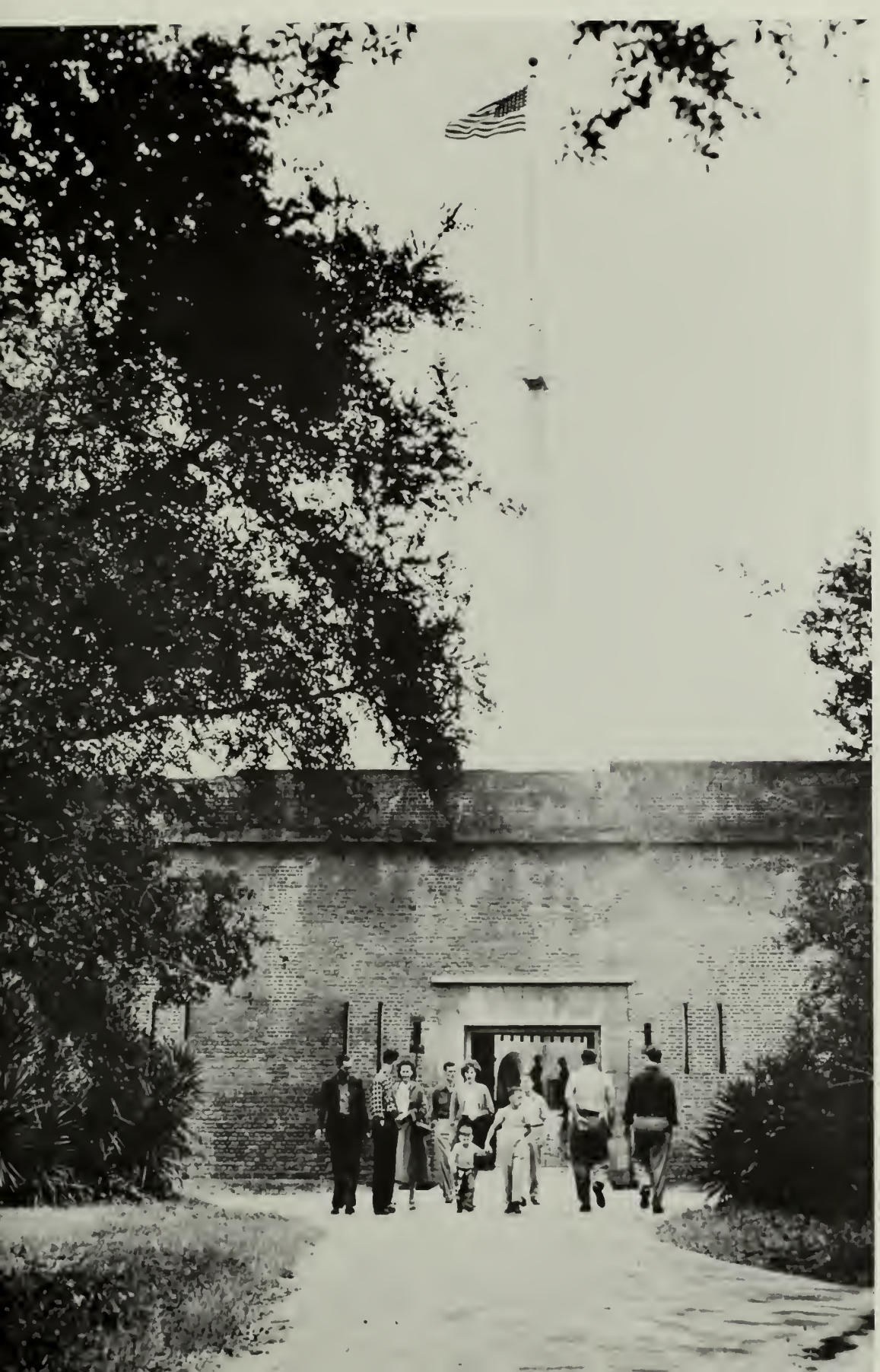

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